

Amendments to the Drawings

Please amend Figs 1 and 2 as shown in red on the attached copies of these figures to show the angles α and β recited in claims 2 and 3.

Please additionally substitute the three enclosed corrected sheets of drawing containing Figs. 1-3 for the originally filed drawings.

Remarks

The Office of May 1, 2007 and the references cited therein have been carefully considered.

In this Amendment, the specification, claims and drawings have been amended to overcome each of the Examiner's formal objections and rejections, and the claims have additionally been amended to more clearly define the invention without changing the prior intended scope of the invention.

The objections to the drawings and in particular Fig.1 for the reason that it is difficult to determine where the lead lines for certain reference characters are pointing has been noted. In response thereto, a clearer copy of drawing Fig 1, which was acceptable in the parent PCT application, showing the extent of the lead lines in question has been provided.

In response to the objection to the drawing for the reason that different reference numerals, i.e., 1 and 2, have been used to designate the same object, i.e., the transmission, the specification has been amended so that only reference numeral 2 is used to designate the transmission.

The objection to the drawings for the reason that the centerline of the body and the vertical plane used to define certain angles for the suspension rods are not shown has been noted. In response, Figs. 1 and 2 have been amended to illustrate the two angles in question. Thus there is no need to illustrate the actual centerline or a vertical cross-sectional plane, the locations of which are conventional and known to those skilled in the art.

In view of the above amendments to the drawings and specification, it is submitted that all of the objections to the drawings have been overcome and should be withdrawn. Additionally, it is requested that entry and acceptance of the drawing amendments and substitute drawings be indicated in the next Office Action.

Reconsideration of the objections to the Specification and claims found in paragraphs 4-7 of the Office Action is requested In view of the above amendments, which correct each of the objections raised by the Examiner.

Reconsideration of the rejection of all of the claims, i.e., claims 1-4, under 35 U.S.C. 112, second paragraph as being indefinite is respectfully requested. In response, the claims have been amended to overcome each of the grounds of rejection raised by the Examiner as well as others noted when reviewing the claims. Accordingly, it is submitted that in view of the above amendments, this ground of rejection has been overcome and should be withdrawn.

The rejection of claims 1-4 under 35 U.S.C. 102(b) over the patent to Jaskowiak has been noted and is respectfully traversed. In rejecting the claims, the Examiner has taken the position that all of the claimed features are taught by this patent, which is submitted not to be the case. Initially, the Examiner has stated that Fig 1 of the patent shows suspension brackets both behind and in front of the center of gravity of the unit. There is no mention of the location of the center of gravity in the reference nor is there any teaching that the suspension bars should be in front of the center of gravity as required by claim 1. Moreover, contrary to the Examiner's position there is no teaching that the suspension bars in front of the center of gravity should be inclined with regard to the center of gravity of the unit since there is no identification of the center of gravity in the reference. Note that the claim 1 requires that the suspension be inclined in two different directions, which is not the case according to the reference wherein the inclination is in one direction, the one vertical cross sectional plane of the firewall 7.

Note further that the purpose of the suspension bars or struts, and thus their orientation and connections are entirely different. According to the Jaskowiak patent the struts 6 do not carry any static loads and their application is simply to reinforce and stiffen the relatively light cross bar 5 which has a metal saddle section which dips beneath the engine and has its ends connected to the respective longitudinal frame members. While the struts are to provide some damping of vibration, as can be seen in Fig. 1 the strut rods 6 are stiffly connected to the relatively cross bar, as is necessary to stiffen the relatively light cross bar 5. Note that the strut 6, the end sections of the cross bar 5 and the firewall 7 comprise a strong triangle frame on both end sections of the cross bar.

According to the present invention, there is no cross bar which needs to be strengthened by strut rods or bars. Rather according to the present invention as

recited in claim 1 the bars 20 have a suspension function. That is the suspension bars 20, which preferably have flexible, e.g., rubber, brackets at both ends are connected to the suspension brackets 8 mounted in front of the center of gravity on either side of the engine, whereas the suspension brackets 9 behind the center of gravity do not have such suspension struts or bars, but rather directly connect the gear box to the longitudinal members of the support frame 7.

In summary, there is no teaching in the Jaskowiak patent of any suspension struts connected to both sides of the transmission unit in front of its center of gravity that are connected to the vehicle body in the vicinity of the right and left side walls via flexible joining members, with the suspension struts being inclined in two different directions as required by claim 1. Accordingly, it is submitted that claim 1 and claims 2 -4 dependent thereon are allowable over the Jaskowiak patent under 35 U.S.C. 102(b). Accordingly, such action and the passing of this case to issue are respectfully requested.

If the Examiner is of the opinion that the prosecution of this application would be advanced by a personal interview, the Examiner is invited to contact undersigned counsel to arrange for such an interview.

Respectfully submitted,

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